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INFORMATION REPORT

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- There was a factory airfield southeast of Tbilisi (44°45'E/41°42'N) (Transcaucasus MD), parallel to the northern bank of the Kura River. It was about 8,000 x 1,600 feet at the western end, and about 1,000 feet wide at the eastern end.
 - A 250 x 3,300 feet S-W concrete runway, extending nearly to the southern edge of the field, was being extended eastward by 1,600 feet. The extended section was being covered with 16 x 16-foot concrete slabs. The concrete layer, scheduled to be 6 inches thick, was partly reduced to 2 inches since the fixed performance quota was too high. The subgrade of broken stones was increased instead. Grading work was also done imperfectly. The runway was nearly completed in April 1949.
 - The following installations were available:
 - Administration building
 - Improvised wooden hangar
 - Target range for the adjustment of aircraft weapons.
 - The following flying activity was observed until March 1947:
 - Fighters, towed by trucks from the aircraft plant to the airfield, were test flown. Later, the planes, 20-30, were parked at the field. The aircraft weapons were installed and adjusted at the target range. From time to time Soviet Air Force officers appeared at the field and took off with the tested aircraft.
- (1) Description:

Single-engine low-wing monoplanes, similar to the Me-109, but with more rounded-off wing tips, slightly dihedral wings, in-line engine, three-bladed propeller, landing

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gear retractable sideways so that the small corner wheel remained visible, antenna rod aft of cockpit, fuselage about 22 feet long, wing span about 28 feet [redacted]

- 25X1 [redacted]
25X1 [redacted]
25X1 5. [redacted] the aircraft plant production was converted from conventional planes to jet aircraft in 1947. Both aircraft models were probably manufactured there for some time. Between March and May 1947 it was observed that fuselages and wings were separately given a plywood cover and then loaded on railroad cars and shipped out. These planes, of the same size as the described fighters, had a considerable bulge (air exit aperture) under the fuselage. [redacted] it was a jet plane with one power plant. [redacted]
25X1 [redacted] the aircraft were packed, loaded, and shipped to MOSCOW.

- 25X1 6. A troop training ground bordering on an airfield on the west was about five miles east of the factory airfield. Douglas aircraft took off and landed there.*
25X1 7. A civilian airfield (difficult to observe) was located northeast of a suburban station north of the aircraft plant.** It was occupied by bi-planes and obsolete low-wing monoplanes, similar to the Klemm. A small administration building, small houses, and hangars were on the northern edge of the field. There was little flying.

25X1 [redacted] Comment:

a. Report confirms and supplements previous observations made at the various airfields, particularly the expansion work on the runway of the factory airfield. According to a previous report, the entire factory airfield was, however, concreted. The described aircraft, apparently a Yak type, corresponds with previous reports. Noteworthy is the landing gear retracting sideways into the wings.

b. The observations made after March 1947 are considered as casual observations from outside the aircraft plant. They confirm the conversion of the plant to the production of jet aircraft in 1947. The information that the jet aircraft were faired with plywood - an observation apparently made during loading activity - is considered doubtful when compared with more reliable reports [redacted]

25X1 * This is apparently the VAZIANI airfield, which [redacted]
25X1 [redacted] was occupied by a fighter and a bomber unit. Day and night flying was observed there.

25X1 ** This is presumably the TBILISI - NAVTLUG airfield. According to a report [redacted] the field was occupied by a pilot school equipped with U-2s, fighters, and twin-engine aircraft.

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